# NEW FLYING MACHINE SARDINE FISHING AND CANNING

THE ARIGN BUILT IN FRANCE HAS SOLVED MANY PROBLEMS.

Built Like a Bird-A Marvel of Lightness, Strength and Ingenuity-Its First Flight a Promising Success.

Curious Features-No One Ever Saw a Live Sardine Out of Water.

From the Courrier des Etats Unis. The peddlers in the streets of Paris are now crying out, "Sardines de Nantes!" and the gracers display the actle varnished boxes labeled "Sardines a l'huile, fabrica 1896." But where do the sardines come from? Certainly not from Nantes. They come from Quiberon, Douarnenez, Concar neau, Croisic and especially from Belle

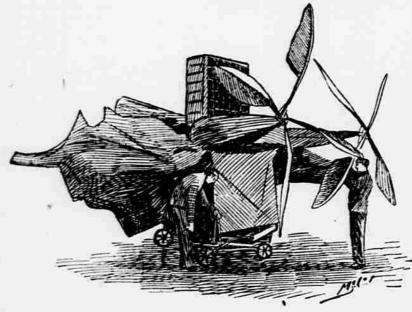
The sardine fishing season commences at Paris Correspondence of the Philadelphia Times.

Whatever the future proves, it must be said of the Avion, the new flying machine, the invention of M. Ader, both at first sight and after examination, that it is the most promising apparatus of the kind yet built. But will it fly? Unfortunately this is a point upon which one cannot be too positive; for up to date its flight has been rather small.

Once and once only has M. Ader attempted actual flight, An accident interrupting the venture just at the moment when the question was about being decided positive, lord this subject, M. Ader has relegated the question to the future.

Like all those who have made a study of this subject, M. Ader has spent much time and thought upon the manner of the flight of birds and the agents of this flight, the wings. He has, however, to all appearances, looked deeper into the matter, for he has made a discovery in this connection that they seem to have overlooked.

He has observed that nature in adapting the wings of birds to flight has made use of a well defined geometric curve, developing from the front to the rear in the path of flight. Every feather in the wing obeys this law and follows this peculiar curve. It is the line of motion for every bird, for the sardine is heard and propicies locate him. The build-ing and repairing of the sardine is there. The birds and prepairing of the sardine is there. The build shore in great numbers they immediately make sail, for the sardine is there. The build shore in great numbers they immediately make sail, for the sardine is there. The build shore in great numbers they immediately make sail, for the sardine is there. The build shore in great numbers they immediately make sail, for the sardine is there. The build shore in great numbers they immediately make sail, for the sardine is heard in great numbers they immediately make sail, for the sardine is heard in great number of the sardine is heard in great number of the sardine is heard in great number of the trade in great number of the trad the beginning of June. As soon as the fish-ermen of the coast of Brittany notice



NEW FRENCH FLYING MACHINE.

in all directions these wings can be for and expanded with remarkable facility.

### Construction of the Machine.

These wings, however, do not flap. They Serve only to help support the machine. At the same time, while not flapping in the vertical, they move easily backward and forward from their joining in the center, in the horizontal plane. This latter mo-

in the horizontal plane. This latter motion is with a view to the management of the center of gravity.

The propelior of the Avion is the screw. Here it takes the place of the flapping wings of the bird just as in the water it takes the place of the fins or tall of the fish. The screw propellers of M. Ader, made of bamboo frames, have four blades each and are two in number, situated in the fore part of the machine. They turn in contrary directions almost in the same plane and are completely independent.

The motor used to work them is a marvel of little weight and great power. The motive force is steam and the fuel alcohol. Each of the engines has four double expansion cylinders. The boiler is tubular and by its arrangements the production of a working head of steam is practically instantaneous. The escape steam is immediately condensed and so perfectly that there is not the loss of a drop of water. Each motor gives out a force of twenty-borse power. This whole contrivance is such a wonderful bit of mechanism that the total weight of engines, bollers, condenser, etc., is about three kilograms per horse power, while the whole machine does not go beyond one kilogram per horse power.

Each engine controls its screw independ-

power.

Each engine controls its screw independently of the other. A rudder in the rear is manipulated by the operator by means of pedals. A few electric buttons or handles placed within easy reach suffice for all other necessary maneuvers.

### Weight of the Apparatus. The model of the Avion measures fifty

feet from tip to tip of outstretched wings.

brank to the end of one wind, was all injury sustained.

The Avion is now repaired and furnished with wheels whose adaptability to motion in all directions will prevent another Satory needent and awaits the order for another trial, which those interested feel assured will solve the problem of aerial navigation.

### Bluebeard Confiscated.

Turkish censorship is extreme. The superior of the Jesuit college in Pera showed a British traveler some newly imported books just received from the clutches of the custom house officials. One-half of the printed matter was effaced—all allusions to Christ. Io Turkish history, to the French revolution had been obliterated. A gentleman connected with the British embassy at Constantinople had a number of children's books sent out from London. One, which contained the story of Bluehard, was confiscated because the cruel husband was represented as wearing a furban, and because his wife was called Fatima.

bat family and even for the multitude of flying insects. M. Ader claims it is a principle of motion from which nature never departs and which he consequently claims is the base of aerial navigation by means of machines.

In order, then, to fly by means of his apparatus he has deliberately abandoned the plane or relatively plane surfaces characteristic of the wings of previous air machines and adopted curved surfaces, modeled on actual wing formations and marked after the manner of the Australian boomerang by well defined and peculiar curved lines.

Such being the case, it may be said of the Avion that it resembles an immense bird with outspread wings. But it is by no means a servile copy. The wings in this machine are not formed of feathers. Its bird character comes out particularly in its method of distributing the resistance of the air. The timber work is made of layers of glued bamboo, hollow. Its rigidity and lightness is something wonderful. Drawing strings of steel wire hold all its parts in place. A spot that is well baited in this way is called larden in French, and the casting of the chum is called bailler.

In a few minutes, if the fish are plentifui, new quantities of scales float to the surface and the net itself is agitated by the struggles of the immense number of fish. Then it is lifted, and while the sails are again hoisted and the boat pointed for shore the men of the crew shake the nets and toss the fish upon the deck.

A curious thing about this kind of fishing is that one rarely sees a living sardine out of the water. The fish make a little squask when taken from the water and die instantly. Of the 250 or 300 fishing boats fitted out at Belle Isle about 200 belong to Palas and the others to Sauzon. It is in these two ports that the fishermen sell their fish. An ordinary catch of sardines gives to each boat from \$5,000 to 19,000 fish, and the price is regulated by the quantity of the price is regulated by the quantity of the boat pointed for shore the men of the casting of the chum is called

The model of the Avion measures fifty feet from tip to tip of outstretched wings. The total weight, exclusive of that of the operator, fuel and water, is 28 kilograms. Its total weight charged and ready for flight with operator in place is 50 kilograms, according to the weight of the operator. When all is in place is to kilograms are charged with from 19 to 20 kilograms per square meter of surface.

The experiments of M. Ader have been roundered under subventions from the French war department and have been now in progress nearly six years. The utmost secrecy has been maintained at every preliminary stage of the work, a commission composed of three general officers and two members of the institute being constantly in attendance.

Anst October the first trial was made of the Avion on the army exercise field at Satory. A grand level plateau, 450 meters by forty, was marked off. The machine was brought out and everything made ready in the way of cutting the grass and hardening the soil by means of rollers.

At the appointed time M. Ader mounted in his place and the Avion, erect on its wheels and with outspread wings, moved along the table of turf at a moderate rate of speed. Gradually this speed increased and suddenly the official witnesses saw it rise into the air and turn against the wind under the controling hand of wind behavior, and weather the same as yet of its behavior, slowed up its pace and it gradually and gracefully curved again down to the plateau. It happened, however, that the wheels hencath were built in a fixed direction, and the machine touching the ground at right and the virtue of the wheels enapped off by the force of the wheels enapped off by the f

water.
Gourmets should never eat newly pre-pared sardines. They have neither the per-fume nor the flavor of those which have lain in the boxes for a year.

Entomologists report that of late years the annual crop of files is decreasing rapidly and steadily. The almost universal adoption of electric traction is credited with bringing about the desirable result. It has been stated that stables are the chief breeding places for flies, and as the street car horse has been emancipated the num-ber of stables is growing less, hence the failure of the fly to be born in multitudes as in the nast.

Of our Great Semi-Annual Clearing Sale. Six days more of Magnetic, Matchless, Marvelous Value Giving and this great sale will be a thing of the past. No matter what you may need in our line, it wal pay you to come and learn our Clearing Sale Prices. Your opportunity is now.

CLEAN SWEEP IN

# DEDDOOM 0==-

BEDROOM S	SETS.
BEDROOM SETS, worth \$14.00, will be swept out this week at	\$9.50
BEDROOM SETS, worth \$20.00, will be swept out this week at	\$12.50
BEDROOM SETS, worth \$15.00, will be swept out this week at	\$21.00
BEDROOM SETS, worth \$50.00, will be swept out this week at	.\$32.00
BEDROOM SETS, worth \$5.09, will be swept out this week at	\$45.00

### CLEAN SWEEP IN

PARLOR SUITS.
PARLOR SUITS, worth \$20.00, will be swept out this week at\$ 17,50
PARLOR SUITS. worth \$45.00, will be swept out this week at\$32.00
PARLOR SUITS, worth \$60.60, will be swept out this week at\$45.00
PARLOR SUITS, worth \$75.00, will be swept out this week at\$52.00
PARLOR SUITS, worth \$90.00, will be swept out this week at\$65.00

CLEAN SWEEP IN

## ODDS AND ENDS

ODDG AND EN	IUG.
BEDSTEADS, worth \$3.00. will be swept out this week at	\$1.98
CHIFFONIERS, worth \$6.50, will be swept out this week at	\$3.75
CENTER TABLES, worth \$3.00, will be swept out this week at	98c
BABY BUGGIES, worth \$6.50, will be swept out this week at	\$4.50
CARPET SWEEPERS. worth \$2.00. will be swept out this week at	89c

CASH OR CREDIT.



1000 (like cut).

They must be swept out this week

# CLEAN SWEEP IN

## FOLDING BEDS.

OPEN-FRONT MANTEL FOLD-ING BEDS, worth \$16.66; will be swept out this week at..... \$4.75 MANTEL FOLDING BEDS, worth \$15.00,
will be swept out this week at.... \$9.50 MANTEL FOLDING BEDS, worth \$18.00, will be swept out this week at. \$ 12.50 UPRIGHT FOLDING BEDS, Worth \$30.00, will be swept out this week at. \$17.50 UPRIGHT FOLDING BEDS, Worth \$40.00, will be swept out this week at. \$25.00

### **CLEAN SWEEP IN** SIDEBOARDS.

SIDEBOARDS, worth \$12.50, will be swept out this SIDEBOARDS, worth \$18.00. will be swept out this week at. SIDEBOARDS. worth \$25.00, will be swept out this we SIDEBOARDS, worth \$25.00, will be swept out this week at SIDEBOARDS. worth \$50.00, will be swept out this week at. \$35.00

### CLEAN SWEEP IN

ODDS AND ENDS. EXTENSION TABLES. worth \$7.00, will be swept out this WARDROBES. will be swept out this week at. INGRAIN CARPETS, worth sec. will be swept out this week at... BRUSSELS CARPETS, will be swept out this week at ..

CASH OR CREDIT.

MUCH OF IT LIES ON THE SURFACE

Brought Back a Bag of Nuggets of Pure Gold.

rom the New York Sun.

who tell them that they alone caught enough worth mentioning and that the other boats caught nothing. Then they enter into a discussion regarding the price.

"How many thousand have you, Jannie?" "About 8,000."

"Then I will give you seven francs a thousand."

"Oh, no; that is not enough. I cannot sell at that price."

But as the rest of the flotilla appear, all the first comers consent to sell their fish at seven francs per 1,000, and in an hour afterward the later arrivals can get only 50 centimes per 1,000, and sometimes they can get no sale whatever for their catches and are obliged to throw the sardines overboard, because the little fish remain fresh for only two or three hours at most.

On the other hand, if the run is not exceptionally numerous, all the fish are bought at from 30 to 40 francs per 1,000.

Sardine fishing is more or less dangerous. Often boats that put to sea in rough weather never come back. When the sardines are sold on the docks they are taken in baskets to the cannery. Each basket contains which is immediately paid him on the dock, the captain usually gets about half a gallon of wine for himself and his crew.

During the sardine season about 300 women and fifty men anxiously await the arrival of the first boats. If there are no fish, there is no work for them. When the hews arrives that the boats have their welcome cargoes the women, in their picturesque costumes, rush to the cannery like a flock of frightened sheep, and each takes her place in the great room where the fish undergo their first preparation. Here the sardines are spread upon the table and sprinkled with salt. Then they are cleaned, and when that operation is finished they are sorted by little boys according to their size and carried into another part of the establishment, where they are put in pickle

The length of time required by this operation becomes impossible, and the fish sooil and become worthless, except for fertilizer.

This serious inconvenience has been avoided lately by the construction of a me-

### Electricity Killing of Flies,

### Answered.

Little Willie-Pa, what's an autocrat?
Pa-A woman twenty minutes after she has promised to love, honor and obey.

ALONG THE TANANA RIVER.

story Told by an Old Miner, the Only Survivor of a Party of Four, Who

Believing fully the reports brought back by William Rogers, a party of Western goldseekers has alrezdy started out to locate the spot. They expect to find bould-

ers of virgin gold without the laborious process of digging it from the earth. When the Klondike deposits were first unearthed it was thought that Rogers' discovery had been found, but subsequen events and careful calculations, according to descriptions furnished by the returned goldhunter, prove that this is not the case. Of a party of four miners who went into the unknown and unexplored Northwest in search of gold in 1899, only one was permitted to return. He brought back with him incontestible proofs of the existence of gold in a sackful of small nuggets. The surviving member of this party of explorers was undoubtedly exploring on the American side of the boundary line in Alas-ka, as a computation of distances described

by him would indicate.

Rogers has since died, but his story survives him and in brief is this:

### Rogers' Story.

In 1889 a party of four miners living in the Black hills, all of whom were more or less experienced in placer mining, formed

customed to this account.

venience on this account.

"We prospected up and down a big river
(the Tanana) and its tributaries, and found
the Tanana) and its tributaries, and found
and in great quantities. We camped at

below the surface of the earth covering his grave. Great Quantities of Gold.

1104-1106

"I estimate that fifty wagons could not arry away all of the gold that was exposed in this vicinity. The gold lumps were of all shapes and sizes, the largest probably weighing 200 pounds. It was quartz, but pure virgin gold that could be

quartz, but pure virgin gold that could be hammered out with a hammer.

"You say, "Why didn't you bring back some of this gold?" Well, I did. I brought all I could carry, and it came near costing me my life. I brought small nuggets, because they were easier to carry. You must remember that I and my companions were in a country a thousand miles from civilization, and while it was our original intention to dig for gold, when we reached the deposits of precious metal we were the deposits of precious metal we were obliged to keep moving in search of food

"We drifted on in this manner until terday, wherein the supposed mysterious-Cavanaugh was taken ill, and the balance ly disappeared was himself an officer.

abled to reach home.
"No, all the gold in Alaska would not tempt me to go there again if I knew I would have to undergo hardships similar to those that I endured for nearly two



# HAD A HIGH OLD TIME

DEPUTY CONSTABLE THOMPSON'S TRIALS WITH THE CLIFFS.

Started Out for One Sutcliffe, Climbed Rich Cliff, Found Rateliffe and Finally Got the Man He Sought on Blue Cliff.

From the New York Sun.

More than fifty wagonloads of pure gold are lying somewhere in Alaska awaiting a discoverer, according to the story told by an old miner, whose party perished in the wilds of that region about five years ago.

Believing fully the reports brought back. pelice. A case of this kind occurred yes-

search.

"We drifted on in this manner until Cavanaugh was taken ill, and the balance of the party were pretty well exhausted. From this time on, to make the story brief, we found gold in great quantities for a distance of about thirty miles, but again our numbers were depleted by the death of Campbell, who also died of malarial fever. Only Stokes and myself remained, so we held a council and decided to try to get out of the country while we had the strength to undertake the journey. It is a great deal different starting out on a long march in an exhausted condition than it is beginning fresh and well fed, and we soon realized that we had started on our home ward march almost too late.

"We crossed rivers and mountains, snow and mud; and, cold and hungry, with only such food as we could pick up from an occasional shot or from fishing along the streams, we kept on our steady march in a southeasterly direction for nearly two months. During this tramp we found copper and silver deposits and other valuable minerals. These discoveries were of no interest to us, however, for by this time we had become imbued with the fear that we would never reach civilization. I consider now that it was a miracle that I was enabled to reach home.

"No, all the gold in Alaska would not

to send out a searching party and notify Chief Hayes of another "mysteriously dis-appeared" when Thompson came in walk-ing with a limp, his clothes dirty and torn

on Which He or She Can

# ZANGWILL IN AMERICA.

amous Author of "The Children the Ghetto" to Be With Us for Some Time.

Israel Zangwill, the novelist and journal st, sailed last Saturday for New York. Israel Zangwill is now 25 years old. He was born in one of the poorest hovels of a Ghetto. All of his childhood was passed in Ghetto. All of his childhood was passed in the stubblefields. He obtained his education as a boy at the Jews' free scnool in the East end of London, and spent three years of his life as a teacher in that locality. He had a hard struggle to get through school, but he did it, and took prizes on the way. He says he rarely saw the sun in those days, and the dream of his life was to get away from garrets and long back stairs and live where daybreak came with some sort of regularity. This is pretty much all



tems to go there again if I keek I company to prospect for placer locations in Alaska, the belief among them being strong that somewhere in that country rich gold discoveries would be found. The mentaged in the enterprise were William Rogers, Louis Cavanaugh, Harry Stokes and John Campbell. Their first intention was to go North by steamer to tention was to go North by steamer to tention was to go North by steamer to itention was to go North by steamer to go North by s

Talk.

From Hardware.

There was a traveling salesman for a New York hardware house—we don't say "drummer" any more—up here the other day, and in the course of his conversation he let fall a bit of wiedom that I believe is worth preserving. Said he: "If you want to get a man interested, and to draw him out, talk about something he knows all about."

"Ferhaps that's so," I answered cauthorists. I went down home the other day, and found that my uncle, from Philadelphila, was there. I don't believe he has a tongue in his head, said my mother. 'He never has a word to say, but sits about as glum as a funeral.' What's his businese?' said L. What has he done all his life?' 'Nothing but make bricks.'

"With that I set out to open the old man on the brick question, and as we walked on he grew eloquent. He told me more about bricks then you could find in all the books; he went into the listory of brickmaking from Babel to the United States; he oezed yet saids. He went into the listory of brickmaking from Babel to the United States; he oezed yet saids the same would come up to my room at pight to talk bricks. Yes, it's a good plan—but it can be overdone:"

Language of the Eye.

From the Popular Science Monthly.

No part of the human countenance engess our attention so frequently as the eyes. When face to face in conversation is very quickly taken by any movement—but at the eyes of the person with whom we are speaking. So much is this the case that the eyes of the person with whom we are speaking. So much is this the case that the habit of many deaf people of watching the mouth always strikes us as peculiar. In fact, one usually feels that there is a sense of incompleteness in the association of mild with mind by means of conversation if there is not a continual interchange of slarges making a kind of running commentary on the words spoken. The same moment a meeting of friendly looks the ceremony loses much of its meaning the same moment a meeting of friendly not the listory of brickmaking in the place of the proposed part From the Popular Science Monthly.

# **ELECTRIC LINE POLES**

ENGINEER GROVER, OF METROPOL-ITAN, TELLS ALL ABOUT THEM.

Regulation Pole Weight Half a Ton and Costs About 830-Why Some of the Broadway Line Poles Were Rejected.

"Do you want some points sort of regularity. This is pretty much all that is known of his early life, as it is all that he has ever cared to tell.

While still at school his scholarship attracted the attention of one of the Rothschilds, who immediately offered him the money with which to make a start in life. Surf Zangwill relected the offer with scant. being designed especially for our use. With the poles the principal difference is in the joints, and it was in this respect that the seventy or so, condemned on the new Broadway line, was lacking. Our specifications call for a pole thirty feet in length, made of three sections of cast iron pipe, five, six and seven inches in diameter. At the joints the pipes are required to lap eight inches and the larger pipe to be 'swaged,' that is fitted hot to the smaller pipe and

inches and the larger pipe to be 'swaged,' that is fitted hot to the smaller pipe and then further tightened by cooling in place. In some of the pipes we rejected the 'swaging' had gone no farther than simply heating the larger pipe and letting it shrink as tight as it would, while in others the joints were shorter than the required eight inches. For poles at curves heavier pipe is used, an inch difference in diameter being usually made. The regulation pole weighs 1,000 pounds, and costs, in place, about \$30.

"The setting of a pole is an important item in its cost as well as in its utility. Ordinarily they are put in the ground four feet below the level of the track and firmly set in concrete. Our specifications call for six inches of concrete between the pole and the earth all around and below. We are very strict about this, because failure in this respect may make the difference between having a line frequently 'laid out' or always in running order. The six inches of first-class concrete, after it becomes dry, makes an almost perfect insulator so that in case, as frequently happens, the insulation in the span wires should break down the current cannot ground through the post. To prevent the post from sinking into the concrete before it sets, a plug of hard wood is put in the bottom. This also strengthens the insulation and, together with a metal cap on the top, keeps out all moisture and prevents rusting."

# What She Said.

From the Cleveland Leader. From the Cleveland Leader.

Her little brother-Set down in the parlor. Sis'll be here as soon as she gits through giving her face a swipe with the powder rag.

Mr. Simperling-And what did she say when you told her I was here?

Her little brother-She said she knowed when the window come down on her thumb. Monday mornin', that this was goin' to be an unlucky week for her.

Bismarck, Gladstone and Leo XIII. were all living when the battle of Waterloo was fought. Bismarck, the younger of the three, was then an infant of between 2 and 3 months. Gloachino Pecci was a little more than 5 years old. Gladstone was 5½ years.

Fair Division of Labor.



"Remember, it's your turn to wash, mine to say prayers to-night, Dorothy.